

THE
OVERLAND CHINA MAIL
PUBLISHED EVERY
MAIL DAY.

Carries the Week's News
of Hongkong and the
Far East.

Price (including Postage) to any
part of the world \$12.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS.
Orders of the CHINA MAIL
and CHINA NAVIGATION CO. LTD.
may be made in the following ports—
Canton, Shanghai, Hongkong, Peking, Tientsin, Hankow, Yokohama, Kobe, Manila, Singapore, Batavia, London, and other ports.

No. 16,668.

號十月十年六十百九千壹

HONGKONG, TUESDAY, OCTOBER 10, 1916.

長兩次歲年五國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 314.

NEW AERIAL BOMB.

LATERAL NOT UPWARD
EXPLOSION.

The Petrograd correspondent of the "Morning Post," who has been at the front, reports that the Germans are using aeroplanes very largely in the Flanders marshlands, where progress is very difficult.

Twice daily, morning and evening, flotillas, working together like fleets at sea, swoop down upon this difficult region, and, enjoying comparative immunity from artillery fire, and therefore flying lower than is customary nowadays at the front, they do considerable execution. This execution, to no small extent, is due to a new form of aeroplane bomb, which is exceptionally efficient. It is an Austrian production, and it is, I believe, the first contribution of Austrian inventiveness to the machinery of this war.

Its main feature is a heavy rubber base, in which a detonator is embedded. But, principally, its effectiveness is due to the fact that the explosion radiates from the centre laterally and not upwards. Anywhere above a man's average stature there is comparative safety, even in close proximity to a bomb. In the space below that height, for a distance of twenty or thirty yards around, death or mutilation is almost certain. The effect of a rain of these new bombs from an aeroplane flotilla upon an area where dug outs are impossible defies the imagination.

"Hoola Boola"

OUR "COLOURED TROOPS" IN
ACTION.

The German official communications lately have spoken of the British black troops fighting on the Somme front. I believe, says the "Times" correspondent at the front, I have found the explanation of it, suggesting explanation to be necessary of a German statement.

There is a certain London battalion which has one native soldier, and he is very black. He has orders so many times a day, put his head above the parapet and shout at the enemy: "Hoola Boola!"

It is an unpleasant job but he enjoys it; and as he always shouts from a different spot in the trench the enemy is convinced that he has confronting him thousands of savages of the blackest and most horrid description.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, so that necessary correspondence may be maintained.

All matters for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month, pro rata.

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cents, Order 20 cents, per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 5 should be sent to the Editor, not later than 11.30 a.m.

Alterations and additions to Advertisements on Pages 6, 7, 8, and 9 should be sent to the Editor, not later than 1 p.m.

New Advertisements should be sent in before 5 p.m.

Advertisements and Subscriptions which are not paid for in advance will be discontinued without notice.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 8,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.



BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.
Splits 70 Cts. " "

TRADE MARK

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.
Telephone 438.



NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

7.30 a.m. SUNDAYS.
8.00 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.10 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexander, Bouverie, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

JOHN D. HUMPHREY & SON
General Managers.

KING EDWARD HOTEL

Central Location.

A. L. ELECTRIC TRUNK PASS ENTRANCE.
Electric Lifts, Fans and Lighting,
European Baths and Sanitary Fittings,
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 373.
TELEGRAPHIC ADDRESS:
"VICTORIA." J. WITCHELL,
Manager.

NORTH BRITISH & MERCHANTILE INSURANCE CO.

IN WHICH ARE VESTED THE CLAIMS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,
£23,970,367.

—Authorized Capital £5,000,000
Subscribed Capital £4,500,000.
Paid-up Capital £3,427,500
II—Fire Funds.....£3,837,047
III—Life & Annuity Funds.....17,947,880
Sinking Fund Accounts.....125,230
£23,970,367

Revenue Fire Branch.....£2,831,456
Life and Annuity.....2,141,583
Branches.....837,238
Other Receipts.....473,940
£5,283,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THEN KEEP IN
HOME, TOUGH WITH THE
COLONY.

JOHN D. HUMPHREY & SON
General Managers.

BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION.
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:
SUTHERLAND & SWIRE
—TELEPHONE NO. 212—
TELEGRAPHIC ADDRESS:
"TAIKOO DOCK"

LIVER AIDS.

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE
SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE
CABLE LAID 5" to 15" CIRCUMFERENCE
3 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

THE HONGKONG HOTEL

GRILL ROOM

J. H. TAGGART
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms, Roof Garden.

Terms: From \$5 per day. Mr. P. O. PRINSTER, Manager.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGER

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMSHIP CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINK

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 10th OCTOBER.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'

10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

WEDNESDAY, 11th OCTOBER.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

Single Fare by Night Steamer.....\$ 5.00

Return Fare by Night (available also for Return by Day Steamer) 11.00

Single Fare by Day Steamer.....5.00

Return Fare by Day Steamer.....9.00

HONGKONG-MACAO LINK

S.S. 'TAISHAN' Tons 2006. S.S. 'SUI TAI' Tons 1651.

HONGKONG TO MACAO.
Week days at 8 A.M. and 9 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 9 P.M. Sundays at 7.30 A.M. and 9 P.M.

EXCURSION TO MACAO.

SUNDAY, 13th OCTOBER.

The Company's Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINK.

S.S. 'SUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMSHIP CO., LTD., THE CHINA NAVIGATION CO., LTD.
AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINK.

S.S. 'SUI TAI', 488 Tons, and S.S. 'HONGKONG', 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 8 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers, "LINTIAN" and "SABUL". These vessels have superior accommodations and are lighted throughout by electricity. Electric fan in each cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.
HOTEL MANSIONS (First Floor)
Opposite the Plaza Hotel.

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipways and can accommodate any craft
of 200 feet long.

Town Office 48, Cross Street Road CENTRAL, Hongkong. Telephone No. 422.

Shedyard: Sheun Sai To, Kowloon, Hongkong. Telephone No. 4.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong April 1, 1912.

Bournville

The 'COCOA de Luxe'

HIGHEST GRADE
BRITISH MADE



BOURNVILLE COCOA represents the
highest grade of cocoa and is guaranteed
the purest and most delicious in the world.
It is a food of value and delicacy of flavor, and
is second to none in any respect whatsoever.
Mellin's Magazine, March 1912

CADBURY'S
CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

THE FACTORY IS IN GLAZEBROOK, BOURNVILLE, ENGLAND.

INTIMATIONS

CHINA EXPORT-IMPORT AND BANK COMPAGNIE

NOTICE IS HEREBY GIVEN that any persons or firms having claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.

BRADLEY & Co., Ltd.
Liquidators
Hongkong, Oct. 2, 1916. 1068

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY the 21st day of October, 1916, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1916, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 21st of October, 1916, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, Oct. 6, 1916. 1106

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Town Office, 25 Lower Albert Road, Hongkong, on MONDAY, the 30th October, at 12 Noon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 14th October to WEDNESDAY, 1st November, 1916, both days inclusive.

By Order,
M. MANUK,
Secretary.

N.B.—Persons holding shares not registered in their own names are recommended to send such shares to be transferred.

Hongkong, Oct. 7, 1916. 1112

"REGAL" RECORDS.

FAMOUS SCOTCH SONGS.

- 6579 Draw The Sword Scotland
(Sound the Pibroch)
- 6581 The Piper O'Dundee
(A Man's A Man For A' That)
- 6583 When The Kye Comes Home
(My Love, She's But A Lassie Yet)
- 6585 O'A The Airts The Win Can Blaw
(Scotland Yet)
- 6590 March Of The Cameron Men
(The Devil's Awa)

THE ANDERSON MUSIC CO., LTD.

6, Des Vaux Road. TEL. 1322.

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR DAIRY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST NEW ZEALAND TABLE BUTTER.

Sole Agents
THE DAIRY FARM CO., LTD.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

\$11.00 per annum delivered to Hongkong.

\$17.00 per annum delivered to Shanghai.

A. WELLINGTON STREET, HONGKONG.

INTIMATIONS

WAR CHARITIES

"OUR DAY"

AN ENTERTAINMENT in aid of the Joint Fund of "OUR DAY" October 19th, which is to be devoted throughout the Empire to raising money for the British Red Cross Society and the Order of St. John of Jerusalem has been arranged by

THE ST. JOHN AMBULANCE BRIGADE

THE VICTORIA THEATRE

(by kind permission of the Management)

THURSDAY.

OCTOBER 12th at 8 P.M.
Under the Distinguished Patronage of
H. E. SIR HENRY MAY, K.C.M.G.
H. E. GENERAL VENTIS.
COMMODORE SANDERMAN, R.N.

The Proceeds will be added to those obtained at the Fete to be held on "Our Day" October 16th.

The following Local Ladies and Gentlemen have kindly consented to appear—

Mrs. AUBREY. Mr. F. AUSTIN.
Mrs. HILL. Mr. E. ASHBY.
Mrs. MATTLAND. Mr. C. O. BURNETT.
Miss GORDON. Mr. MURIEL.
Miss M. GORDON. Mr. R. L. BRIDGES.
Miss MAY HYDE. Mr. SHIRVINGTON.
Miss DIANE MAY. Mr. PERCYVAL.
Mr. H. L. JONES. Dr. WILSON.

MR. DENMAN FULLER.

Accompanist:—Mrs. AUSTIN and Messrs. E. J. CHAPMAN and G. GARDNER.

ORCHESTRA—Police Reserve. (By courtesy of Mr. JENKIN, D.S.P.R.)

SELECTED PICTURES, kindly supplied by the Pathe Cinema Co.

PROGRAMMES specially designed by Miss F. M. V. and Miss J. M. V.

Stage Manager:—Lieutenant R. L. BRIDGES, R.N.V. H.M.S. "Venus".

REFRESHMENTS kindly supplied by Mrs. Taggart of the Hongkong Hotel.

Commence at 9.30 P.M. Sharp.

Admission—Dress Circle \$3.00.

Stalls \$2.00.

Pit \$1.00.

Soldiers and Sailors in Uniform—Half Price.

Booking at ANDERSON'S.

Hongkong, Oct. 5, 1916. 1100

PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW.

SHANGHAI.

CANTON.

SILIMPON (SEBATTIK) COAL

COAL

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (known as Bankers' or SEBATTIK or SANDAKAN (British North Borneo)).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or Bankers') are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water spring tides.

Charts of Sibuko Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1057

TANG YUK, DENTIST, successor to the late SIEN TING.

14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation free.

FRENCH LESSONS

G. ROUSSON.

15, Morrison Hill Road.

SAVARESS'S SANTAL CAPSULES

SAVARESS'S SANTAL CAPSULES

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SAVARESS'S SANTAL CAPSULES

A REVISION OF PRICES OF

Mascheres-freres

FAMOUS EGYPTIAN CIGARETTES.

FELUCCA

SPECIALS

(No. 32)

(Format grand)

These two well known brands that have made so many friends in Hongkong, China, and many other parts of the world are now sold at the following prices by the stores named below.

\$1.50 for a tin of 50 Cigarettes duty paid.

\$3.00 " " 100 " " "

By A. S. WATSON & Co., Ltd. KELLY & WALSH Ltd.
VICTORIA DISPENSARY. ANGLO EGYPTIAN TOBACCO STORE.
LANE, CRAWFORD & Co. HONGKONG CIGAR STORE.
GRACCO EGYPTIAN TOBACCO STORE.

WAR LOANS INVESTMENT TRUST.

A Circular, giving advance particulars regarding the formation of a War Loans Investment Trust of Malaya, has been issued. It runs as follows: His Excellency Sir Arthur Young, K.C.M.G., has consented to be President of the Trust, and their support as Vice-Presidents has been promised by a number of influential Government Officers and members of the commercial community. The Committee of Management will consist of Messrs W. Dunlop, Eu Tong Seng, E. T. C. Garland, A. K. E. Hampshire, E. Macfadyen, J. McClymont and H. A. Smallwood.

The offices of the Trust will be those of the Planters Loans Board situated at Kuala Lumpur. The Trust will be incorporated in the F.M.S. by special Enactment and will be ready to commence business about the middle of October. A full prospectus will be issued in due course and this is a preliminary announcement only. The Trust is being formed to facilitate the collection and investment during the period of the War in British War Loans, Exchange Bonds, etc., of the savings of British subjects in the Malay States and Straits Settlements. Investments may be made at any time and in large or small amounts and it is contemplated that the majority of subscribers will prefer to make regular monthly subscriptions. All subscriptions will be interest at the rate of 5% per annum from the 1st of the following month, payable half-yearly, January 1st and July 1st. The payment of interest is guaranteed by the F.M.S. Government. The Chartered Bank, the Hongkong Bank, the Mercantile Bank, the Kwong Yik Bank and the Government Treasury in places where no branch of such banks exist, will receive and forward certificates similar to the scrip issued by limited liability companies. Certificate holders will be registered and transfers will be effected in the same manner as transfers of company shares but without charge. So far as can be foreseen the expenses of administration will be limited to very moderate office expenses and the cost of stationery, printing and postage. Profits on exchange and any excess over 5% earned by the moneys invested will go to augment the purchases of the Trust and there is every prospect of the certificates, when the Trust is liquidated after the restoration of Peace, returning their holders a sum in excess of their face value. The promoters hope that a local security, locally registered and transferable and paying guaranteed interest in local currency, will enable many who have not hitherto had an opportunity of doing so to fulfil the duty of saving; and subscribers will have the satisfaction of knowing that their money will be employed solely for the support of British Credit, upon which the victory of the Allies so largely depends.

THE AOKI AGREEMENT.

The "Peking Gazette" publishes the original Chinese text of the agreement of service between the Chinese Government and Lieutenant-General Aoki. A translation of the document follows:

THE AGREEMENT.

"Agreement made between the Chinese Government of the one part and Lieutenant-General Aoki of Japan of the other part—

"Art. 1. The Chinese Government agrees to employ Lieutenant-General Aoki of Japan as military adviser to the President of the Republic of China for a term of two years, the term to begin . . . of the 5th year to . . . of the 7th year of the Republic [the date when the President's term of office expires].

"Art. 2. The said Adviser shall be under the control of the President's Office; and his duties shall be to reply to enquiries of the President and make investigations when required to do so by the President. The Adviser shall obey the Mandate or order relating to the secrecy of military affairs.

"Art. 3. The Chinese Government agrees to pay the Adviser the annual salary of 30,000 Yen (Japanese) and another sum of Yen 5,000 for the employment of assistants, translators and other miscellaneous expenses, making a total of Yen 40,000 per annum. The sum shall be paid into the Yokohama Specie Bank at Peking in monthly instalments by the Chinese Ministry of Finance to the credit of the Adviser. No other expenses shall be payable to the said Adviser.

"Art. 4. The Chinese Government shall bear all travelling expenses incurred by the Adviser when despatched to make investigations at the request of the Chinese Government.

"Art. 5. This agreement shall be temporarily suspended during such time as the Adviser may be compelled to return to Japan on account of illness, family affairs or war. This clause shall not apply when the Adviser takes an ordinary leave of absence by mutual consent of not more than two months in the year.

"Art. 6. This agreement shall be made in duplicate in Chinese, one of which shall be kept by the Adviser and the other by the President's Office."

PROSPEROUS BOMBAY.

GIGANTIC SUMS OF LIQUID WEALTH.

The financial correspondent of the "Times of India," in his weekly letter on the Bombay money market, writes:—

"Gigantic sums of liquid wealth are coming into the possession of the Bombay Presidency. The last absorption of currency in the whole of India during the last three official years was Rs. 400 crores, of which our Presidency secured over Rs. 200 crores. On top of this vast sum of money the currency note issue of the Bombay Circle has increased by Rs. 60 crores since the beginning of the present official year, and there is reason to believe that in recent months considerable sums of money have been absorbed by the holders of this Presidency. The Government Mint and printing presses have been continuously busy in supplying additional currency to Bombay. It is estimated that this Presidency has received since April 1st to 30th June of the present year, over Rs. 100 crores of new money, since November 1st, 1915, the date of the issue of the first issue of the currency note of the new series."

THE MAN WHO GETS THERE.

Is the man who has blood—red, rich, and black!—and plenty of it in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND makes blood—red, rich, and black!—and plenty of it in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND makes blood—red, rich, and black!—and plenty of it in his body.

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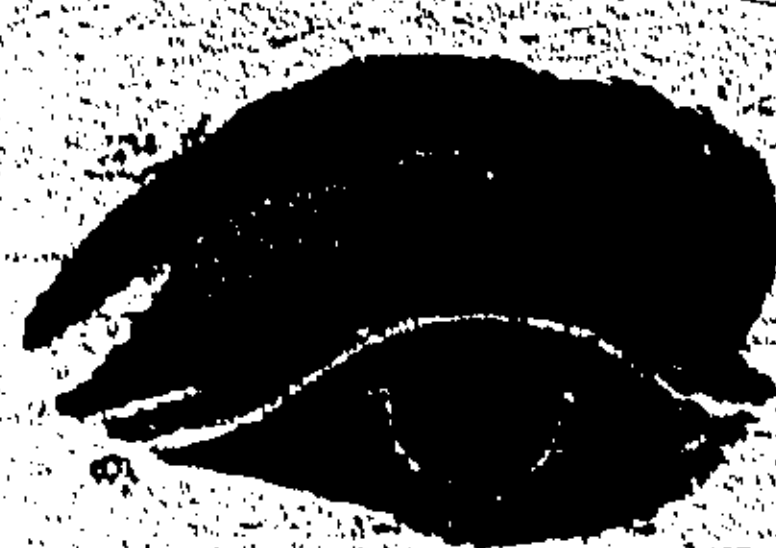
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INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
SCIENTIFIC OPTICIANS
117K BLOCS, CHATER RD
HONGKONG

HONGKONG & MANILA

MITSUBISHI CASHI KWAISHA

(Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,

KINSHI, KINSHI, KINSHI,

HOJO, NAKAZUKA, SAKO, KANADA,

SHINNEW, KAMIYAMADA, HIRAI,

& OTUBARI COLLIERIES

AGENT FOR SAKITO COAL.

Head Office:—

MARUNOUCHI, TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu,

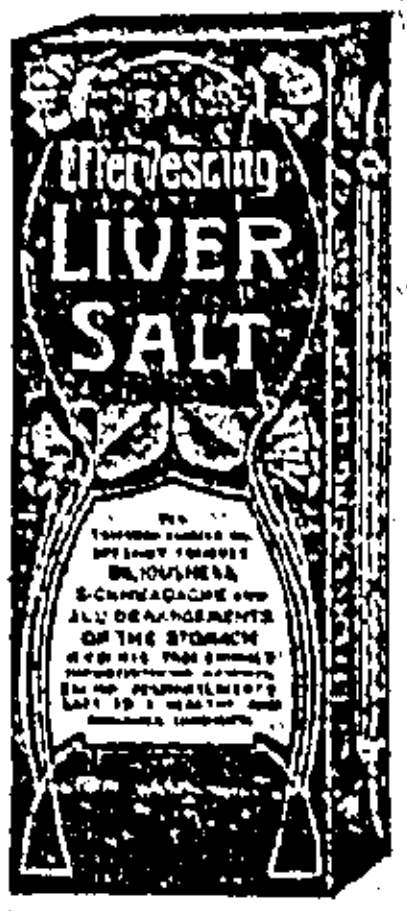
Osaka, Kobe, Yokohama, Kobe,

Osaka, Kobe, Yokohama, Kobe,

Nagoya, Tsurumi, Vladivostok,

"For the morning after the night before"

TAKE



PREPARED ONLY BY
A. S. WATSON & CO., LTD.
HONGKONG DISPENSARY.

Tel. No. 16.

To-day's Advertisements

The China Mail

HONGKONG, TUESDAY, October 10, 1916.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Steamer

"AJAX"
are hereby notified that the Cargo will be
discharged into the Godown at Kowloon,
where it will be ready for delivery from
Godown on and after 10th October.

Optional cargo will be loaded, unless
notice has been given prior to steamer's
arrival.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays and
Fridays between the hours of 10.45 a.m.
and noon.

No Claims will be admitted after the
Goods have left the steamer's Godown,
and all Goods remaining undelivered after
the 18th October, will be subject to rent.
All Claims against the Steamer must be
presented to the Underwriter on or before
the 30th October, or they will not be
recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, Oct. 10, 1916. 1119

NIPPON YUSEN KAISEI.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND
STRAITS.

THE Company's Steamship
"KAGA MARU,"
having arrived from the above ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Godowns at
Kowloon at Kowloon, where each consignment
will be sorted out mark by mark and
delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary
before 10th October.
Goods not cleared by the 17th October,
1916, will be subject to rent.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Co.'s representatives at an appointed
hour on TUESDAY and FRIDAY.
All claims must be presented within
two days of the steamer's arrival
here, after which date they cannot be
recognised. No claims will be admitted
after the goods have left the Godowns.

NIPPON YUSEN KAISEI,
Agents.

Hongkong, Oct. 10, 1916. 1120

THE DIARY.

MEMO. FOR TO-MORROW.

2.01 p.m.—Full moon.

General Memoranda.

THURSDAY, Oct. 12—

10.30 a.m.—Auction of Machinery,
plant, tools, etc. at No. 1, Ningpo
Street, Yau-mai.

9 p.m.—"Our Day" Concert in Victoria
Theatre.

FRIDAY, Oct. 13—

2.30 p.m.—Auction of Household
Furniture and Drawn Thread Work
and Grass Cloth.

4 p.m.—Governor and Lady May at
Home at Mountain Lodge.

9 p.m.—Boxing Tournament at the
City Hall.

SATURDAY, Oct. 14—

11 a.m.—Auction of Furniture etc. at
Messrs. Hughes and Houghton's.

8 p.m.—John Ambulance Brigade Overseas
Aquatic Sports.

SUNDAY, Oct. 15—

9 a.m.—Excursion to Macao by a.s.
"Taishan".

MONDAY, Oct. 16—

Finance Royal at Peak Club in aid of
P. of W. Fund.

2 p.m.—Auction of Crown Land at
P.W.D.

THURSDAY, Oct. 19—

"Our Day" Sale of Roses; English
Fair on Murray Parade Ground; and
Evening Fête in Public Gardens.

SATURDAY, Oct. 21—

11.30 a.m.—China Light and Power
Co.'s Meeting.

MONDAY, Oct. 23—

Noon—Dairy Farm Co.'s Meeting.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The British ladies of Canton are
organising a Fête for October 18th—
"Our Day"—in aid of the Red Cross
Funds.

The Manila Observatory at 1 p.m.
today reported a cyclone or typhoon
near or over Balintang Channel, moving
W. or W. N. W.

A foki engaged in unloading fish
from the s.s. Heung Shan on Satur-
day fell into the harbour and was
drowned.

A Chinese widow asked a woman
to sell two bangles worth \$650 and
a diamond ring valued at \$1,070.
The woman has not been seen since.

Damage by fire to the extent of
\$500 was done at 425, Queen's Road
West, on Saturday. The overheating
of a glass furnace ignited some
straw.

A fisherman's boat was dashed
on the rocks off Cheung Chau by
heavy seas on Sunday. A boy of
three years was drowned and the
boat broken to pieces.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals begs
to acknowledge with thanks the follow-
ing donation to the funds of the
Hospitals—

Wah On \$100.

James Hunter, aged 42, of 11
Shelley Street, is reported by his
brother, T. Hunter, of 19 Alexandra
Buildings, to be missing. The former
went out on Sunday at 11 a.m. and
has not been seen since. He is 5 ft.
7 ins. in height and of thin build. He
has a black moustache.

In reporting a lecture by Mr. F.
Coleman in Shanghai the *Shanghai
Mercury* says:—The relation of his
experiences at the front by Mr. Fred
Coleman, F.R.G.S., attracted a large
audience to the Lyceum. Owing
to an accident at Hongkong, which
necessitated his using crutches, Mr.
Coleman requested the indulgence of
the audience to permit him to remain
seated during the course of his lecture.

According to the return of com-
municable diseases there were five
cases of smallpox during last week.
Chinese only were affected. Three
of the cases ended fatally. There
were also four cases of diphtheria
involving a Scot, an Indian and a
Chinese. One death was reported.
Four cases of enteric fever affecting
one Portuguese and the rest English,
and one Chinese case of puerperal
fever were also notified.

We regret to learn from Mr. R.
C. Faithfull of this Colony that his
nephew, Lieut. Sidney Faithfull of
the Royal Engineers, lost his life on
the 15th August last at the front in
France; being accidentally gassed.

He was Government Inspector of
electrical plant of mines on the Rand.
He fought all through the late Boer
War as a Volunteer and also went
through the late South West African
Campaign as a commissioned officer.
He had only been in France about
two weeks when he met his death.
He was 40 years of age and leaves a
widow and two young children.

Those who propose attending
the entertainment at the Victoria
Theatre on Thursday evening in aid
of the "Our Day" Fund are advised
to make a point of being early. A
full house is certain and a very fine
programme has been arranged. Lady
May will be present in uniform as
the Commandant of the V.A.D., and
the ladies of the Detachment in
uniform will attend to the sale of
the programmes, which bear a special
design by the Misses Phoenix and Iris
May. A guard of honour, consisting
of men from the Chinese companies
of the brigade, will also be present.

SOME GERMAN PRISONERS

RELEASED.

The American Consulate-General
at Hongkong has received a cable-
gram from the American Consulate
General at Sydney, Australia, in-
forming it that the German citizens
taken from the American s.s. *China*
by the British cruiser *Laurens* just
outside of Shanghai, on January 18th,
1916, have been released by the
British Government and are being
forwarded to Shanghai by way of
Hongkong.

THE MAGISTRACY.

PEAK TRAMS AND EXCESS

PASSENGERS.

THE CHUNG YUNG FESTIVAL

TRAFFIC.

ADJOURNMENT TO OBVIATE A

MISCHIEVOUS IMPRESSION.

The Peak Tramway Co., was
defendant in the Magistracy this mor-
ning on four summonses of carrying excess
passengers and a further summons for
carrying passengers weighing too much.
The summonses were taken out at the
instigation of the Police and the
Company was represented by Mr. F.
Mattingley of Messrs. Deacon, Looker,
Deacon and Harston.

The offences are alleged to have been
committed on Thursday last, when
the festival of Chung Yung was
observed. On these occasions the Peak
cars are yearly filled with Chinese on
their pilgrimage to the flagstaff at the
highest point on the Peak.

Mr. Mattingley applied for an
adjournment. He said he was only
instructed on Saturday and yesterday
was a holiday. Although he had done
his best and went specially to the office,
he was quite unable to get the informa-
tion he wanted. It was extremely
important that all the data and cir-
cumstances should be brought to the
Magistrate's notice because of the grave
risk of an idea becoming prevalent that
all was not done that might be for
the safety of the passengers using the
tramway. He thought it would be in
the highest degree mischievous if such
an idea got abroad.

Mr. Wood: You are not prepared to
admit anything?

"No," answered the solicitor.

The Hon. Captain Superintendent of
Police (Mr. Messer) said the case
was a very simple one. The Police
could prove their case, and he had
gathered from Mr. Mattingley that
he wanted to prove the law to be
as was. The law said they could only
carry forty passengers and the defence
wanted to say they could carry 200.

Mr. Wood: I don't know what they
are going to prove.

Mr. Mattingley said he might be able
to make admissions but he had not had
time to consider.

The Hon. C. S. P. did not think it
was worth while bringing Mr. A. G. M.
Fletcher, Clerk of Councils, to the Court
again.

Mr. Mattingley said he understood
the Magistrate was leaving the Colony
shortly and it would be unfortunate if
he (Mr. Wood) took one part of the
case and another Magistrate the second
part.

The Hon. C. S. P. thought with
reasonable diligence the case could be
got ready in a day or so.

Mr. Mattingley answered that he
had several pressing matters on hand.
He had five cases before Mr. Wood
to-morrow and one before Mr. Hazeldine.
Mr. Wood said he would have to
grant an adjournment even if he heard
the evidence.

DEFECTIVE SCALES.

Mr. R. C. Faithfull, who appeared to
represent a firm of coal dealers at
Yau-mai summoned for having defective
scales, told Mr. Wood he had been
weighed on the machine himself and
found that it weighed two lbs. in every
hundred-weight against the purchaser.
He pleaded guilty. The scales were old
ones and a piece of lead had dropped
out.

Inspector Terrett said a blacksmith
could have repaired the scale for \$3
and now they had been confiscated. It
would cost \$50 or \$60 to buy new scales.
Mr. Wood thought the penalty of
confiscation enough and did not impose
a fine.

SELLING TOBACCO WITHOUT A

LICENSE.

Mr. Gallagher, the licensee of the Belle
Vue Hotel, was fined \$25 by Mr. Wood
this morning for selling tobacco without
a license. Defendant said he did not
have a license but had since bought one.

TROUBLES OF THE P.W.D.

CONTRACTORS PROCEEDED AGAINST
Mr. A. E. Wright, of the Public Works
Department, at the Magistracy this mor-
ning, said that people who deposited
debris on Crown Land were a greater
nuisance than anybody else. Defendant
was a contractor. Earth that had fallen
down in the heavy rains last week from
the Tramway station had been placed in
two heaps to the east and south sides of
Mr. Carrillo's house on May Road. A
permit had been granted to him to
remove the debris to some hollow 300

or 400 yards away, but defendant's men
had apparently got tired on the journey
and dumped it where they stood. One
lot had been covered with turf. It would
cost about \$75 to remove the debris.

Mr. Wood inflicted a fine of \$25 and
made an order on defendant to remove
the stuff within 14 days under penalty
of another \$25.

ENDANGERING MAY ROAD.

Tam Dora, a Government contractor,
was fined \$100 for blasting and re-
moving stones from Crown Land be-
tween Magazine Gap Road and May
Road without a permit from the Public
Works.

Mr. Wright said the case was one of
the worst he had had. Defendant had
been warned and still persisted in
carrying away the stones, thereby
endangering May Road.

NO PLAN.

Messrs. Ruttonjee and Sons were
fined \$5 this morning for putting in a
shop window without first submitting a
plan to the Public Works Department.

THE PORTUGUESE RED CROSS

SOCIETY.

In connection with the sale of Portu-
guese flags kindly undertaken, at the
request of this Consulate, by Scout-
master Braga and his Scout Boys, on
the date of the 6th anniversary of the
Portuguese Republic, the handsome sum
of \$536.13, as per appended list, has been
collected towards the funds of the
Portuguese Red Cross Society, and a
draft for the equivalent of that amount
viz.—£58. 15. 7 at exchange 2/2-5/16
has been sent to the president of the
Society in Lisbon.

Mr. E. V. M. R. de Sousa, Acting
Consul for Portugal, asks us on behalf
of the Portuguese Red Cross Society, to
kindly convey its heartfelt thanks to
the many generous donors, to the
Brother Director of St. Joseph's College
and Scoutmaster Braga for allowing the
Boy Scouts to conduct the sale, and to
all who contributed towards the success
of the sale. Special thanks are due to
the Hongkong Printing Press, who were
the promoters of the sale, and who
printed and supplied the flags free of
charge. Thanks are also due to the
Press for advertising the sale.

LIST OF COLLECTORS AND DONATIONS.

Collected by Boy Scouts	in the offices and streets	Collected by Scoutmaster	Braga
N. J. Stabb Esq.	\$50		
E. B. Esq.	25		
P. V. M. R. de Sousa Esq.	25		
Ellis Esq.	10		
Sir Robert Esq.	5		
Hon. Mr. E. Shellim	5		
P. F. O. Prata Esq.	5		
His Lordship Bishop D.	5		
Pozzoni	2		
L. E. Esq.	2		
E. F. X. Danenberg Esq.	2		
A. A. Esq.	2		
E. J. Noronha Esq.	1		
Dr. M. M. Graca Osorio	1		
J. J. Leiria Esq.	1		
J. M. Alves Esq.	0.50		
M. S. Sassoon Esq.	5		
J. H. N. Mody Esq.	5		
A. B. S. Netto Esq.	5		
Collected by A. J. d'Esq.	30		
" J. D. Osmond Esq.	5.55		
" A. G. Rocha Esq.	4.50		
" Club de Recreio	50.80		
	\$ 536.13		

LADY MAY'S "OUR DAY" ROSE

FUND.

The following subscriptions so far
have been received by Lady May at
Government House—

Mrs. de Sousa	\$100
Miss Freeman	10
Mr. Ho Kom Tong	100
Anon.	50
Flower Stall	10
Hon. Mr. E. H. Sharp, K.C.	100
Sir Henry & Lady May	150
Mr. & Mrs. Stabb	100
Mr. C. Thorne	25
A Friend	50
Mrs. Bell	20
Tibbie	500
	1,215

RAUB OUTPUT.

Messrs. Morxon and Taylor, received a
cable to-day from Singapore, giving the
Raub output for the past 4 weeks as
tons.

Bukit Koman 784 ozs. gld. from 6122

Bukit Malacca 320 " " 3953

1104 10075

CLOSING SHARE QUOTATIONS.

Banks	2.30 p.m.
Sugars	77 1/2 sellers
Doors	113 buyers
Doors	120 buyers
Doors	122 buyers
Doors	123 buyers
Doors	124 buyers
Doors	125 buyers
Doors	126 buyers
Doors	127 buyers
Doors	128 buyers
Doors	129 buyers
Doors	130 buyers
Doors	131 buyers
Doors	132 buyers
Doors	133 buyers
Doors	134 buyers
Doors	135 buyers
Doors	136 buyers
Doors	137 buyers
Doors	138 buyers
Doors	139 buyers
Doors	140 buyers
Doors	141 buyers
Doors	142 buyers
Doors	143 buyers
Doors	144 buyers
Doors	145 buyers
Doors	146 buyers
Doors	147 buyers
Doors	148 buyers
Doors	149 buyers
Doors	150 buyers

A REMARKABLE PONY

FIGHT AT WUCHOW.

Our Wuchow correspondent writes:—
The inhabitants of certain quiet streets
in Wuchow had recently an unusual
excitement which might have been
attended by very serious consequences,
and all arising from a horse-fight. It
arose thus: a foreigner, here owns a
Chinese pony which seems to revel in
fighting other ponies on any provocation.
He is fierce when he gets started, and
will stop at nothing; biting, striking,
kicking his opponent without mercy.
The other day a Chinese came down
from the country with a pony, and tied
it up not far from this foreigner's house.
The foreigner himself was away, but his
servant warned the stranger not to do
so, as this fierce horse would be sure to
damage the new arrival if it were left
there. The stranger, however, paid no
attention to the warning, and left his
pony there. The boy tied up Mr.
T's horse well, but, sure
enough, before long he got wind of the
strange horse, himself broke loose and
went off to drive out the offender.

Then began a terrible fight. It was
the work of an instant for the attacked
pony to free himself from the onslaught,
and to break the rope that held him.
Furiously fighting, they ran from place
to place for that part is all open land—
but before long the country pony turned
and fled for the first avenue of escape
he saw, which turned out to be a street.
His enemy followed and down this nar-
row lane they tore, the one to save his
life, the other, a neck or two behind, to
wreak his wrath on his enemy. How
they contrived to charge down the
Chinese street without trampling on
half-a-dozen people is a mystery, but on
they went for half a mile, right into
the narrowest streets just without
the wall; until, finding the Small
South Gate, the pony that was running
away made a dive there for safety, but
it was useless, for his pursuer relent-
lessly followed. Avoiding the roadside
stalls and shops of foot-passengers
that constantly fill that part of the
streets, these animals went blindly on,
turning corners by instinct and only
escaping accident by a miracle, until the
fleeing pony again saw safety in the
steps that mount up on to the city wall
by the South Gate.

But again he could not throw off his
assailant, so on he went, rearing along
the track that goes along the summit of
the wall, till he, with his pursuer fol-
lowing, reached a place where on the one
side of them was the parapet of the wall,
and on the other merely nothing, while
the topmost roof of some lean-to houses
was just on a level with the wall. In
front was a barricade, and no way could
be seen. Of course, to turn round and
retreat, was impossible, because there
was no room to turn and also that would
have been to fly straight into the open
mouth of his enemy. The pony by this
time was absolutely terror-struck, and
made a wild dash for refuge by crossing
the roof of the house which stood
against the wall. His enemy saw, and
followed, though not following exactly
in the first pony's track, for he cut off
a corner to overtake him more quickly.

The dash for safety proved the
salvation of both animals, for of course
the roof gave way under the unusual
weight and down came crashing these
creatures through the roof, and the
separate rooms. Carrying the roof
on what remained of it, with them,
they fell into the lot, and the floor
of the room gave way, so pony, roof,
floor, tiles, timbers and furniture all
came tumbling down on to the lower
floor, in one case entering by this
narrow route a shop, where some business
was just being transacted. The other
pony bestowed its attention on the room
where a man was just lying in bed;
by good fortune the people in the shop
and lower room, hearing the extraneous
sounds above, had just time to fly out
into the street before these unex-
pected visitors arrived, bringing with
them a large part of the house!
Needless to say the horses were as
terrified as the people, and they could
be seized and held. Thus ended the
exciting chase. How it came about
that the animals could, wildly charge
for such a great distance and avoid
injuring anyone is a wonder. The
marvellous escape of the occupants of
the ruined house is a still greater
wonder.

Of course, the householders seized
the ponies, and held them until the
owners arrived, nor would they let
them go then, for they were valuable
hostages against the payment of the bill
for repairs. The matter was ultimately
settled by the owners of the two horses
agreeing to divide the cost of repairs,
and it is an interesting fact that these
Chinese people had on to the Chinaman's
horse until the money due from him
was paid in hard cash, while they
expressed themselves satisfied that the
foreigner would abide by his promise,
so allowed his horse to be taken away
at once.

When it is considered that the annual
growth of the pony was away and the
promise was made by another foreigner
in his name, it is all the more remark-
able as an evidence of the good name
which has come to foreigners here as a
result of their straight dealing, as
contrasted with the complete un-
willingness of the Chinese to trust their
fellow-countrymen.

SPORTING.

HOLIDAY CRICKET.

THE REST BEAT CLUB IN

REMARKABLE MANNER.

After dismissing the Club for 270 runs
the Rest were left with four hours and a
half in which to try and win the match.
Five minutes from time they wanted
ten runs and had two wickets in hand,
and thanks to the steady play of E. W.
Hamilton the Rest beat the Club within
the remaining moments thereby scoring
a brilliant victory.

Batting was fairly consistent on both
sides. The Club's initial partnership
Pearce and Stalker—proved a valuable
combination and was only broken up
after the century was reached. Runs
came freely and 50 were registered be-
fore the half hour. Taylor came out
and followed with excellent example by con-
tributing 18 runs while Syme-Thompson
Claxton and Mass helped with creditable
scores. After that batting was feeble
and the remaining five wickets were
secured for fourteen runs. No less
than 38 extras were scored for
the Rest. As against thirteen for the
Club, this was due to the splendid
keeping of J. A. Claxton who only
had two bays

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

GERMAN SUBMARINES OFF AMERICAN COAST.

THREE SUBMARINES AT WORK.
NINE SHIPS REPORTED SUNK.

New York, Oct. 9. The Nanucket Lightship reports that nine ships have been sunk and that three submarines are working. A passenger from the *Stephano* states that according to the officers, the *Stephano* was attacked by U61. New York, Oct. 9. American destroyers are now speeding to Newport and Boston with survivors and crew of the *Kingston*—possibly it is the *Kingston*, which is not accounted for. The *U53* left Newport on Saturday evening. Early on Sunday morning she encountered the American steamer *Kanacan*, inspected her papers and allowed her to proceed. At 5 o'clock she met the *Strathmore* and torpedoed her after the crew had taken to the boats.

The *West Point* was sunk at 11.45, only ten miles south of Nantucket. The *Stephano* was sunk at 4.30. She had 90 passengers on board from St. John's. Presumably she was warned, for all got off safely and were picked up later.

The *Stephano* was still afloat late at night, but badly damaged. The *Kingston* was sunk at 6 o'clock. Then the *Bloomeride*, bound from New York to Rotterdam with wheat for the Netherlands Government, and then the *Christian Knudsen*, laden with oil from New York to London.

The news of the raid spread rapidly. Numerous steamers at various ports ready to sail remained in port where wireless warnings were sent.

Many at sea were scurrying for the three-mile limit or outside steamer lanes, for roundabout routes towards their destinations.

AMERICAN PRESS INDIGNANT.

The newspapers are indignant at "this Prussian warfare in American waters" and urge that it is the Government's highest duty to go any length to end it. They affirm that if Germany desires to incur the wrath of the United States that is the most effectual means of doing so.

GERMAN SUBMARINE'S VISIT TO NEWPORT, U.S.A.

SPECULATIONS AS TO HER MISSION.

Newport, U.S.A., Oct. 9.

The German submarine *U53* was seventeen days on the voyage. She is 200 feet in length and is equipped with a particularly strong wireless installation, two guns and four torpedo-tubes. She flew the German flag and was commanded by Lieutenant Hans Rose. She carried four other officers and 38 men. A United States submarine escorted her into the harbour. Numerous visitors, including newspaper men, were allowed to inspect the craft.

The Commander said he saw no hostile craft on the voyage. He had provisions for three months. He declined to say whether he had been ordered to search for the *Bremen*.

THE QUESTION OF AN ARMISTICE.

New York, Oct. 9.

The *U53* emerged closed to the manoeuvring American fleet. The Commander was astounded to learn that the *Bremen* had not arrived, giving the impression that the submarine's mission was to escort the *Bremen* on the return voyage. It is reported that the Commander was authorized to Count Bernstorff to ascertain President Wilson's views with regard to an armistice.

FRENCH AUXILIARY CRUISER TORPEDOED.

NEARLY 1,000 FRENCH AND SERBIANS ABOARD.

Paris, Oct. 9. A French auxiliary cruiser with nearly 2,000 French and Serbians aboard has been torpedoed. So far 1,382 have been landed on the southern coast of Sardinia. The cruiser was sunk on the 4th inst. A torpedo from a submarine exploded in the cruiser's powder magazine and destroyed the wireless apparatus, thus isolating the vessel. The rafts on which the shipwrecked crew sought safety were met on the 5th inst. by a French cruiser.

THE FIGHTING ON THE RUSSIAN FRONT.

ENEMY'S LINES FORCED.

London, Oct. 9. A Russian communiqué states: Stubborn fighting continues in the direction of Vladimir, Volynsk where in some places we forced the enemy's lines and are consolidating our gains. We repelled the enemy offensive east of Brzezany and fortified our newly-occupied positions in Dobruja. In the Caucasus region we continued our successful operations near Ognot Chamirian.

THE RUMANIAN CAMPAIGN.

GERMANS CLAIM RECAPTURE OF BRASSO.

Amsterdam, Oct. 9. A Berlin official announcement claims the recapture of Brasso. A Vienna official announcement claims the re-occupation of Szekely, formerly in Transylvania.

THE RUMANIAN ADVANCE TEMPORARILY CHECKED.

London, Oct. 9. The *Times* correspondent at the Rumanian Headquarters reports that the advance has been temporarily checked owing to the arrival of enemy reinforcements and the fact that several Divisions have been sent to Dobruja.

The Rumanians now hold a strong natural defensive line from Predal Pass south of Brasso to Orsova with the intervening lofty mountains traversed by a few defiles.

The Rumanians north of Brasso are still in Marvoe Valley in touch with the Russian Left.

ALLIED PROGRESS IN THE BALKANS.

Paris, Oct. 9.

An official report from Macedonia states: East of the Struma there have been engagements between the British and the Bulgarian rearguard which is falling back on the railway.

Fifteen hundred Bulgarian dead were found in this region as the result of the recent fighting.

In the neighbourhood of the Vardar and the Cerna the Serbians continue to cross the latter, making progress and driving off obstinate counter-attacks.

On the left wing, the French and Russians have reached the new enemy defence line from Kenali towards Lake Prosopa.

THE DUKE OF CONNAUGHT AND CANADIAN IMMIGRATION.

Ottawa, Oct. 9.

H.R.H. the Duke of Connaught has been entertained to a farewell lunch at the Canadian Club. The Premier paid a warm tribute to the services rendered to Canada by His Royal Highness. In the course of a speech, said that immigration would be one of Canada's greatest problems after the war and she would be wise to insist on immigrants of British origin.

THE WESTERN FRONT.

ACTIVITY ON BRITISH FRONT.

London, Oct. 9.

General Sir Douglas Haig reports: We progressed and established posts east of Lo Sars in the direction of Butte-de-Warlenecourt.

We successfully discharged gas at different points north of the Ancre. The enemy's reply was feeble and our patrols were able to enter the trenches and secure prisoners.

We carried out several raids on the enemy's trenches in the neighbourhood of Neuville St. Vaast and Loca, inflicting many casualties and taking prisoners.

BRITISH GAIN FURTHER GROUND.

London, Oct. 9.

Sir Douglas Haig reports that ground has been gained north of Staff Redoubt and 200 prisoners taken.

Enemy trenches were taken south of Arras.

THE FRENCH FRONT.

Paris, Oct. 9.

A communiqué states: The night has been quiet on the north of the Somme and reciprocal bombardments have taken place south of the Somme.

There has been a lively enemy bombardment at Cambray-Metz in the Roye district. Our artillery replied.

FIGHTING IN THE MOUNTAINS.

Austrians chased down the precipices.

Rome, Oct. 9.

An official communiqué states that artillery activity is increasing along the whole front.

A violent attack on Peak 2456 at Bukhantia forced back our right wing, but the arrival of reinforcements led to the enemy being driven out and chased down the slopes of the precipices, losing very heavily.

THE LATEST GERMAN LOAN.

RESULT APPROACHES A FINANCIAL REVERSE.

Zurich, Oct. 9.

Swiss financiers regard the results of the German Loan as unsatisfactory, even approaching a financial reverse.

They point out that Germany's war expenditure to the end of September amounted to £2,800 sterling, of which only £1,825 millions were covered by the four previous loans, leaving a floating debt of £775 millions, which will be increased at the next meeting of the Reichstag when another "War Credit" must be demanded.

German advisers go to show that the Loan had little support from the industrial and commercial circles outside the war contractors. The subscriptions came mainly from agricultural sources.

GERMAN SUBMARINE FOILED.

AN ATTEMPT TO CAPTURE M. VENEZUELOS.

London, Oct. 9.

M. Venezuelos had arranged to leave Crete on the steamer *Atrionitis*, but embarked on the *Hesperia* at the last moment.

When the *Atrionitis* left she was pursued by a German submarine but in response to her calls for help Allied destroyers arrived and enabled her to escape.

THE GREEK SITUATION.

KING'S EFFORTS TO FIND A PREMIER.

London, Oct. 9.

Telegrams from Athens state that the King is summoning all the discredited political jobbers in an effort to find a Premier.

It is reported that King Constantine has postponed consideration of intervention till after the 15th inst., the date fixed by the Kaiser for the promised reinforcements for the Macedonian front.

Italian troops are now a few miles from Janina. They have occupied the whole Epirus coast opposite Corfu.

EARLIER TELEGRAMS.

BRITISH ADVANCE ON THE STRUMA.

More British captures.

London, Oct. 9.

The British official Salonika communiqué says: Our advance on the Struma continues with little opposition. We have occupied three more villages further north.

A BRILLIANT ACHIEVEMENT.

London, Oct. 9.

Reuter's Correspondent with the British Macedonia Headquarters reports: Our guns are terribly punishing the Bulgars in the Struma operations. Our losses are quite small in comparison. Our Tommy in one region found the ground littered with enemy corpses. They counted over 300 in one spot. Our success is a brilliant achievement.

In an attempt to break the enemy into a trap, they had to cross an open plain in full view of massed batteries, who fully used their opportunity. The Infantry also were splendid, especially in the night counter-attacks. One regiment at Jenikow tenaciously held a trench in face of a deadly fire. Finally by steady accurate rifle fire they beat off a strong attack.

BRITISH STEAMERS TORPEDOED OFF NEW YORK.

St. John's, Newfoundland, Oct. 9.

The British steamer *Stephano*, 3,500 tons, has been torpedoed off New York. Thirty Americans, including four women, were on board.

New York, Oct. 9. All those on board the *Stephano* have been saved.

The *West Point* has sunk.

MORE SHIPS SUNK.

London, Oct. 9.

The steamers *Kingston* (British), *Bloomeride* (Dutch), and *Christian Knudsen* (Norwegian) have been sunk. All those on board the above steamers except some of the *Kingston's* crew have been saved.

NO TEARS IN ENGLAND.

MR. S. S. McCURE ON AN INCREDIBLE PEOPLE.

Pursuing his study of contemporary civilizations, which has already occupied him fifteen years, Mr. S. S. McCure is once again in England, says the "Observer" of a recent date, and has given a Press representative his impressions of the effects of the war upon English people.

"I have spent, since the war began," said Mr. McCure, "nearly six months altogether in Turkey, Austria-Hungary, Germany, Belgium and England. Taken as a whole England has performed the greatest achievement in history in raising five million volunteer soldiers within two years and in creating the arms, munitions, and equipment necessary for that army."

"No less wonderful, to my mind, is the development of the character of the working ability of the people. What interests me most is that you have, will have by the end of the war, a million women who, for the first time, have had the mental and physical training and uplifting that comes from earning money and training in work. In addition, you will have the four million trained men survivors from the battlefields, who will have had the tremendous educational advantage derived from the physical, mental and moral training required for soldiers."

"The most interesting result, is that there will be many millions of men and youths who will have advanced from unimportant commonplace labour to skilled work, so that something between 10 and 15 millions of the population will have made an enormous mental and physical advance."

"In walking through your cities of London, Manchester, Liverpool, Birmingham and other places I have been struck by a new alertness, a sort of mental and physical exhilaration that gives one the impression of being in Denver or Chicago. There is nothing so good for the mind and soul as physical labour."

"Another fact I have noticed is the absence of tears and mourning. I have seen women and girls crowding the railway stations to bid good-bye to their soldier sweethearts and relatives. There was eagerness, yearning, and admiration, and tenderness on their faces, but practically no tears. The people are beyond tears. The effect of this permeation everybody and results in a great spiritual exaltation. England and France are not simply renewed, they are re-born. The British Empire is the youngest nation in the world."

"The English are an incredible people. They are incredible in what you might call their slowness and deliberation, in their immovability. But, after having made up their minds, they are incredible in their implacability and their achievement."

BEGGAR TENDERS L.O.U.'S.

The native convert charged at the Mixed Court, Shanghai, with begging during the taking of such a statement.

Mr. Musso applied that such a statement to cover the expense should be given, but the Court thought that an arrangement between the parties should be arrived at. — *N. C. Daily News*.

CHILDREN'S COLDS.

Why do the children catch their little colds in the autumn? The answer is simple. They are not properly dressed. Children's Cough Remedy. For sale by all Chemists and Druggists.

FAR EASTERN NEWS.

(Reuter's Service to the China Mail.)

THE NEW JAPANESE CABINET.

Tokyo, Oct. 9.

In the new Cabinet Count Terauchi will be Premier and Minister of Finance, and Baron Motono, Minister of Foreign Affairs. There is no change in the Ministries of War and Marine.

JAPAN AND CHINA.

RESUMPTION OF NEGOTIATIONS.

Peking, Oct. 9.

After a long delay, due to the vacancy in the Ministry of Foreign Affairs, the negotiations arising out of the Chengchiang incident have been re-opened.

It is stated that the Chinese Government has adopted a conciliatory attitude and accepted in principle all the Japanese demands, except the establishment of police stations and the employment of military advisers.

(Wah-Tai Yat Po's Service.)

GRAND REVIEW OF THE TROOPS AT PEKING.

Peking, Oct. 9.

A grand review of the troops took place to-day in celebration of the anniversary of the outbreak of the first Revolution at Wuchang.

Machine-guns and artillery lined the principal streets and aeroplanes flew over the city.

CHANG FAN TO BE IMPEACHED.

Peking, Oct. 9.

A Bill is to be introduced in Parliament impeaching Chang Fan, for lawlessness in collecting local taxes; for treasonably harbouring advocates of the late monarchial movement; for dispatching insolent telegrams to the Central Government; and for plotting against the Republic.

Chang Fan has tendered his resignation as Military Governor of Anhui, but asks to be allowed to retain the appointment of Inspecting Commissioner of the Yangtze River.

ANALYSIS OF PREPARED OPIUM.

NOVEL APPLICATION TO MIXED COURT.

A novel application was made at the Mixed Court at Shanghai last week in connection with an opium case, by the solicitor for the defence, who sought to obtain a commission for the taking of evidence in Hongkong relative to the possibility or impossibility of obtaining a correct analysis of prepared opium. The application arose in the case of Kan Ah-sung, who is charged with being in unlawful possession of opium at 340 Kiangling Road.

Mr. G. D. Musso and Mr. R. F. C. Master appeared for the prosecution and Mr. G. H. Wright for the defence.

Mr. Wright said that the charge had been brought against his client at the end of July and had not been proceeded with. He submitted that the prosecution had had ample time to proceed and asked that the case should now be dismissed.

Mr. Musso, in reply to the Court said that the case had not been tried before, because the Court had not had time to take it when it was brought up and no date for hearing it had been fixed.

The Assessor said he thought the prosecution should keep their eye on such cases and see that they were brought up within a reasonable time. He expressed disapproval of cases hanging on for such a length of time, but he did not think the Court had authority to dismiss it on the application of counsel, for that reason, if the counsel for the prosecution wished to proceed.

Mr. Musso intimated that the prosecution wished to go on with the case. Counsel for the defence then said that, in that event, he had an application to make that the Court should issue a commission to Hongkong to take evidence with reference to the analysis of prepared opium. He had information from experts at Hongkong, including the Government Analyst, that a correct analysis of prepared opium could not be obtained. He had received letters from a firm of solicitors in Hongkong on the subject. He made the application owing to the fact that decisions had been given on evidence of analysis.

The Assessor did not agree that decisions had been given on evidence of analysis and suggested that counsel could get the firm of solicitors in Hongkong to take a statement from the persons there, have them signed and sent to the Court. This would do away with the necessity of issuing a commission and counsel concerned could arrange to have their representatives present during the taking of such a statement.

Mr. Musso applied that such a statement to cover the expense should be given, but the Court thought that an arrangement between the parties should be arrived at. — *N. C. Daily News*.

CHILDREN'S COLDS.

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HONGKONG

IN MACEDONIA.

A DIFFICULT CAMPAIGN.

Mr. E. Ashmead Bartlett, says a brief description of the character of the country over which the operations in the Near East will take place may not be out of place at the present time. This part of Macedonia strongly resembles the Highlands of Scotland, minus the lakes, and with open patches more susceptible to cultivation. The hills and mountains which rise to considerable heights in places to nearly 4,000ft., assume no well-defined formation but seem to have been thrown from the sides to fall at random on this troubled soil; some are well wooded and green with small trees and shrubbery to the very summit and others are rocky and bare, like the kopjes of South Africa; some are flat on the top, and offer plenty of room for infantry to entrench themselves; others are razor-backed, and provide but little space and no cover. On some it is easy owing to the softness of the soil, to dig entrenchments; on others the jagged rocks defy the spade. Some possess almost precipitous slopes whilst others are approached by gentle spurs, which form a glacis down which the defenders can pour a deadly fire on an advancing foe.

The valleys vary almost as much as the hills, for some are little more than narrow ravines, and others are wide and highly cultivated. The so-called rivers are at this season of the year little more than dried-up streams, and offer but few obstacles to the passage of troops of all arms. Scattered amongst the valleys and dales are the small villages, composed of wretched huts of mud and thatch, wherein dwell the inhabitants of this dark and blood-stained land. It is a country of infinite variety, and the very last into which a general, trained in the schools of Berlin or Paris, would choose to lead a great army. But the hardy Serbian peasants seem to revel in the very difficulties, which will not be so readily overcome by the troops of the Allies.

There is not sufficient open ground to permit the development of a large force at any given point. It is extremely difficult to cooperate and to keep open their communications, and the commander even of a division has difficulty in keeping his troops under his eye. This is the general impression of the country.

gains ground at one point and be decisively defeated at another only a mile or two away, without knowing what was taking place. The nature of the ground, in fact, gives endless scope to a display of initiative on the part of subordinate commanders and to commanders of batteries, but it imposes the greatest difficulties on those in supreme command.

ADVANTAGES OF THE DEFENCE.

Almost every advantage rests with the defence. The jumbled nature of the hills provides successive lines of defence, which must be carried one after another; the dead ground provides excellent opportunities for counter-attacks, or the sudden enfilading of an attacking force; whilst the artillery commanders have ideal positions for indirect fire everywhere at hand. There are but few roads worthy of the name within the theatre of war. The troops, the guns, and the transport must move from point to point over rough tracks which have been formed in the course of ages by the passage of the country folk, their flocks, their herds, and their country carts. In places these tracks fade away altogether, or else end in deep nullahs through which it is difficult to drag carts and guns. Elsewhere they are so narrow and hilly that the utmost care is required to prevent a gun or a transport wagon from being overturned; in fact, there is hardly a level stretch anywhere and all wheeled vehicles must crawl along at a snail's pace to avoid sudden and irremediable disaster.

The Serbian engineers, assisted by gangs of country folk, have done some things in the course of the last three years to make these roads on the lines of communication practical for all arms, but the task is immense, and will take years to complete. The hilly nature of the country and the roughness of the tracks render bullock transport the only possible means of keeping an army supplied in the field. Horses are in part employed by the Serbians, but it is the sturdy indefatigable bullock, with his willing head over beneath the yoke, on whom the work of keeping an immense army supplied in the field falls. Low, for wheeled, agricultural country carts similar in design, it is said to those which are used in the valleys of the Rumanian regions, are exclusively employed by the Serbians. They are difficult to overturn, as the sturdy right of upland and lowland alike is not so easily overcome as the smooth roads of the valleys.

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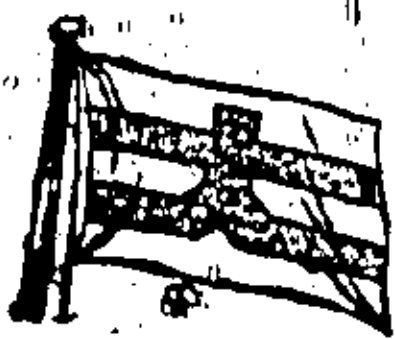
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S.S. "LUZON MARU".....Wednesday, 11th Oct. at Noon.

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MANILA, CEBU & ILOILO	CHINFA	Oct. 12, at 11 a.m.	
SHANGHAI	SINAIYO	Oct. 12, at 4 p.m.	
SHANGHAI	ANNU	Oct. 12, at 4 p.m.	
TIENSIN	HIPOH	Oct. 12, at 4 p.m.	
SHANGHAI	LUCHOW	Oct. 17, at 4 p.m.	
MANILA, CEBU & ILOILO	TASSO	Oct. 17, at 4 p.m.	
SHANGHAI	SHARON	Oct. 18, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin Screw Steamers "Chinfa," "Taming," & "Tean" Excellent Saloon accommodation. Electric Fans fitted. Extra state-rooms on deck, aft, "Taming" and "Tean."

SHANGHAI LINE—PASSENGERS, MALES & CARGO.
S.S. "Annu," "Obama," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms.

maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO	DATE
SANDAKAN	HINSANG	WEDNESDAY, Oct. 11, at Noon.	
WEIHAIWEI & TIENSIN	CHIPSING	THURSDAY, Oct. 12, Daylight.	
SHANGHAI	KWONGSANG	THURSDAY, Oct. 12, Daylight.	
HOIHOW & HAIPHONG	TAKSANG	THURSDAY, Oct. 12, at 7 a.m.	
SINGAPORE, PENANG & CALCUTTA	NAMSANG	THURSDAY, Oct. 12, at Noon.	
MANILA	YUENSANG	SATURDAY, Oct. 14, at 3 p.m.	
MANILA	LOONGSANG	SATURDAY, Oct. 21, at 3 p.m.	

RETURN TOURS TO JAPAN.

THE steamers "Kwang," "Namsang," "Loong" and "Yuen" leave about every 8 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yuen," "Kwang" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

*Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

*Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daire, Weihaiwei.

*Taking Cargo on through Bills of Lading to Khat, Lahad Dats, Simporia, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to
Telephone No. 215.
JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

R.M.S.P. THE ROYAL MAIL
STEAM PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE

FOR	STEAMERS	DATE OF DEPARTURE
VLADIVOSTOK	MERIONETHSHIRE	28th October

TRANS-PACIFIC SERVICE.
Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub. No. 10.

BRITISH INDIA S. N. CO., LTD.

A.P.O.A.R. LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.
S.S. GREGORY APCAR, 4,000 tons, Capt. J. R. O'Sullivan, will be dispatched for SHANGHAI, KOBE & MOJI on the 24th October.

WESTWARD.
S.S. JAPAN, 4,013 tons, Capt. J. R. O'Sullivan, will be dispatched for HONGKONG, PENANG, RANGOON & CALCUTTA on the 16th October.

The above steamers have excellent accommodation for passengers and

For Freight or Passage, apply to
DAVID BARNES & CO., LTD.,
AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW

AND RETURN.

(Occupying 8 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. Evans	FRIDAY, 13th Oct. at 2 p.m.
HAIFAN	Capt. J. S. Thomson	TUESDAY, 17th Oct. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPELLE & Co.,
General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
NIPPON MARU	11,000-15 knots	Tues., 17th Oct. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Wed., 1st Nov. at Noon.
SHIRASIA MARU	8,000-14 knots	Sat., 2nd Dec. at 10.30 a.m.
TENYO MARU	22,000-21 knots	Tues., 19th Dec. at Noon.
SIBERIA MARU	18,000-18 knots	Wed., 13th Dec.
SHWANTO MARU	8,000-13 knots	

KOREA MARU.....18,000-18 knots.....Fri., 17th Nov. at Noon.
* Proceeding to South American Ports. * Via MANILA, Omitting Shanghai.
* Cargo only. * Honoluli. * Omitting Manila and Shanghai.

First Class to London G8348. (271-10.0) Return G8309. (2123)
* .. San Francisco G8250. G8437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.
SHINYO MARU.....16,000-14 knots.....Thurs., 8th Nov. at Noon.

For full particulars as to Passage and Freight apply to
T. DAIGO AGENT.

Telephone 201. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
LONDON via SINGAPORE	TUSHIMI MARU	FRIDAY, 20th Oct. at Noon.
MALACCA, PENANG, COLOMBO, DUBHAI, CAPE TOWN AND	SHIRASIA MARU	THURSDAY, 2nd Nov. at Noon.
TENERIFE	Capt. Fraser, Tons 16,000	Nov. at Noon.

VICTORIA, B.C. & SEATTLE via SHANGHAI
MOJI, KOBE, YOKKAICHI, S.H.I.M.I.D.Z.U. AND YOKOHAMA
SHIRASIA MARU, TUESDAY, 21st Oct. at Noon.
Capt. Kawajima, Tons 13,500

SYDNEY & MELBOURNE via MANILA, THURS.
DAY ISLAND, THURS.
VILLAGE & BRISBANE
SHIRASIA MARU, FRIDAY, 13th Nov. at 11 a.m.
Capt. Yoshikawa, Tons 12,500

CALCUTTA via SINGAPORE (COLOMBO MARU), WEDNESDAY, 18th Oct.
PENANG & RANGOON, Capt. Nomura, Tons 10,000

BOMBAY via SINGAPORE, BOMBAY MARU, THURSDAY, 16th Oct.
MORONA AND COLOMBO, Capt. Shinobu, Tons 8,000

NAGASAKI, KOBE & YOKOHAMA
YAMAGUCHI MARU, FRIDAY, 13th Oct. at Noon.
Capt. Yoshikawa, Tons 12,500

SHANGHAI, KOBE & YOKOHAMA
KAGA MARU, WEDNESDAY, 11th Oct. at Noon.
Capt. Toraya, Tons 12,500

SHANGHAI, MOJI & KOBE
RANGOON MARU, THURSDAY, 12th Oct.
Capt. Kobayashi, Tons 8,000

KOBE
JIMSEN MARU, FRIDAY, 14th Oct.
Capt. Takahashi, Tons 8,000

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY)

NEW YORK via SHANGHAI, (SHUYAMA MARU), FRIDAY, 20th Oct.
Kobe, Yokkaichi, Yokohama, (Capt. T. Dato, Tons 15,000)

HAME, SAN FRANCISCO, PANAMA AND OCEAN

* Wireless Telegraphy.
For further information apply to
NIPPON YUSEN KAISHA

Telephone No. 201. KING'S BUILDING (Opposite Blake Pier).

SHIPPING

MITSUI BUSSAN KAISHA'S
SOUTH AMERICAN LINE.

STEAMSHIP
"KOMOSAN MARU,"
will be dispatched from Hongkong by the TOYO KISEN KAISHA.
On SUNDAY, October 16th for JAPAN, SAN FRANCISCO, BALBOA, and SOUTH AMERICAN PORTS.
For rates of freight and further information apply to
T. DAIGO,
Agent, Toyo Kisen Kaisha,
Hongkong, Oct. 8, 1916. 1107

P. & O. S. N. Co.

STRAITS COLOMBO, AUSTRALIA,

BOMBAY, EGYPT, MEDITER-
RANEAN PORTS, AND
LONDON.

Through Bills of Lading issued for BAL-
TIA, FERRIAR GULF, CONTINER-
TAL, AMERICAN, AND SOUTH
AFRICAN PORTS.

THE Steamship "NOVARA," Captain
H. R. Hetherington, will be carrying
his Majesty's Mail, will be dispatched
from this port on or about FRIDAY,
the 20th October, 1916, taking Passengers
and Cargo for the above ports in con-
nection with the Company's Steamship
Mores, from Colombo. Passengers
accommodation which is reserved in sec-
ond class, before departure from Hongkong.
Silk and Valuables, and Tea and Cargo
for Italy, France, and London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceed-
ing direct to the Mardelles and London.
Other Cargo for London etc. will be
conveyed via Bombay per S.S. "Kashima"
due in London about 4th December,
1916.

Parcels will be received at this Office
until 3 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. V. D. PARR,
Acting Superintendents,
Hongkong, Oct. 7, 1916.

AMERICAN & MANCHURIAN LINE.

For BOSTON AND NEW YORK via
PANAMA CANAL.

THE Steamship
"NEWBY HALL,"
will be dispatched for the above ports
on FRIDAY, 20th October, 1916.
For freight and further particulars
apply to
THE BANK LINE LIMITED,
General Agents,
Hongkong, Sept. 22, 1916. 1070

FRANK WATERHOUSE & CO., INC.

FOR SINGAPORE AND CALCUTTA.

THE Steamship "GISTUN MARU"
will be dispatched for the above
ports on the 14th October, 1916.

FOR SINGAPORE
The Steamship "TENSUO MARU"
will be dispatched for the above port
on the 20th October, 1916.
For freight and further particulars
apply to
JARDINE, MATHESON & Co., Ltd.
Agents,
Tel. No. 215 Sub. No. 10.
Hongkong, Oct. 7, 1916. 1113

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

S.S. "ECUADOR,"
FROM SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI AND MANILA.

THE above-named Steamer, having
arrived, Consignees of Cargo
are hereby notified, to send their Bills of
Lading for counter signature and to take
immediate delivery of Cargo from along-
side.

* Cargo remaining undelivered on SATUR-
DAY, October 14th, 1916, will be
landed as Consignees' risk and expense,
and delivery must then be taken from the
Company's Godown. Storage charges will
be added on all cargo remaining un-
delivered on FRIDAY, October 13th,
1916, at 12 a.m.

No claims for insurance whatever will be
accepted.

No Claims will be recognized after the
Goods have left the Steamer or Godown.

All piled and damaged Cargo will be
landed into the Company's Godown where
they will be examined on October 13th,
1916, at 12 a.m.

No claims will be recognized if filed
after November 6th, 1916.

B. C. MORFON,
General Agent,
Hongkong, Oct. 6, 1916. 1109

BENT LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM SWATOW, LONDON
AND STRAITS.

THE Steamship
"BERNHARDER"
Consignees of Cargo are hereby informed
that all Goods are being landed at their risk,
into the wharves and/or into the Godowns
of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whenever
and/or from the wharves of Kowloon may be
delivered.

No Claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
12th inst. will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriters on or before
the 20th inst. for they will not be re-
cognized.

All broken, chipped and damaged Goods
are to be left in the Godown, where they
will be examined on the 12th inst. at
12 a.m.

THE Steamship
"BERNHARDER"
will be dispatched for the above ports
on the 14th October, 1916.

For freight and further particulars
apply to
JARDINE, MATHESON & Co., Ltd.
Agents,
Tel. No. 215 Sub. No. 10.
Hongkong, Oct. 7, 1916. 1113

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

S.S. "ECUADOR,"
FROM SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI AND MANILA.

THE above-named Steamer, having
arrived, Consignees of Cargo
are hereby notified,

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong	Connecting Mail Steamer from Colombo	Due at Marseilles	Due at London
NOVARA	Oct. 20	* MOREA	Nov. 19	Nov. 26
NOVA	Nov. 3	Through Steamer	Dec. 1	Dec. 17
NYANZA	Nov. 17	* MONGOLIA	Dec. 17	Dec. 24
				1917
MALTA	Dec. 1	* MALWA	Dec. 31	Jan. 7
			1917	
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 23
NOVARA	Dec. 29	Through Steamer	Jan. 31	Feb. 11
SOMALI	Jan. 12	* KASGAR	Feb. 12	Feb. 19
NYANZA	Jan. 26	Through Steamer	Feb. 28	Mar. 11
NAMUR	Feb. 9	* ARABIA	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NOVA	THURSDAY, 12th October
NYANZA	WEDNESDAY, 25th October
MALTA	MONDAY, 6th November
NANKIN	SUNDAY, 19th November
NOVARA	SATURDAY, 2nd December

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
Proposed Sailings:

STEAMERS	Leave Hongkong about	Leave Suez about	Due at Marseilles about	Due at London about
NOVA				
NYANZA				
MALTA				
NANKIN				
NOVARA				

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passes are Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.
S.S. CHINA
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
NOVEMBER 11-JANUARY 18.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Princo's Buildings, Ice House Street.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
FROM HONGKONG: Connecting with FROM COLOMBO.
REGULAR ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.
S.S. "SALAMIS" from Hongkong 30th November.
For Rates of Freight apply to
THE BANK LINE LIMITED,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS.

TO
UNITED KINGDOM & CONTINENT.

For STEAMERS, RAIL, LONDON.
OFFICE OF THE COMPANY, 10, ABchurch Lane, LONDON, E.C. 4.
Passengers proceed via Cape Canal, Cape of Good Hope or around South Africa.
Subject to change without notice.
For rates of freight and further information apply to
THE BANK LINE LTD.
On 10, Abchurch Lane, London, E.C. 4.

THE U.S. MARITIME FUTURE.

So far as present conditions go, it is a charitable view of the Shipping bill that it is harmless. It was introduced early in the war, when fear of capture tied up every ship of a belligerent nation, and wheat and cotton growers were clamorous for means of marketing their huge crops. Within eight months exports were pouring out in unprecedented bulk, and the "emergency" was gone. The bill was kept alive because the President had set his heart on it, because it seemed a pledge of the Government's desire to encourage capture of Latin-American markets, and perhaps because some Democrats thought that an Administration which opposed protection should seek to remove certain of the obstacles to international trade upon which the protectionist system is based. In its much-amended form, it avoids international complications by forbidding the purchase of ships of belligerents, and guards against robbing our marine by demanding the acquisition of ships not already in our trade. So hard will it be to find vessels that the fear of existing lines regarding injurious Federal competition seems premature. The law will probably be fully operative only when the war closes, and more vessels are on the market; and it may be that the Administration leaders are looking already to post-bellum days. They may cherish the hope that with the two-score vessels which the Government can purchase tonight it may then be possible to assist American shipping in its contest for a better international position on the seas.

With such hope or expectation maritime interests will have little patience; they would rather run their race alone, untroubled by meddling which may hamper rather than supplement private enterprise. There is no doubt that after the war maritime competition will be more keen than ever before in history, and that the United States will bear an important part in the struggle. In the last few months American builders and owners have been more and more confident of their ability to take a growing part in the ocean commerce of the future. This confidence is shown by the utterances of shipping men and shipping journals. Every line is being expanded as fast as possible—the lines of the new Pacific Mail, American International Corporation, American-Hawaiian Line, and others in the Pacific; the United Fruit Company, Gaston, Williams and Wigmore, the Gardiner and Luckenbach Lines, the Merchants' Line, and various others in the Atlantic. The American registry of ocean merchantmen covers 2,100,000 tons, or two and a half times as much as in 1912; and we have building another million and a quarter tons, which is more than Germany has ever constructed in one year, and nearly as much as England. Imperial observers believe that this growth is natural, and can be maintained.

A dozen great yards have expended their facilities by spending an aggregate of over \$100,000,000. In some cases the steel mills own their own yards, as with Schwab and the Fore River, the Union Iron Works, and the Sparrow Point yards, while it is asserted that in others great rolling mills have been enlarged solely to meet the increased demand from the Newport News yards, the Sun Shipbuilding yards, which are being constructed at Chester, Pa., the New York Shipbuilding Corporation, and so on.

In all the maritime nations signs are evident of the tension with which the resumption of normal commercial relations is awaited. Practically all have forbidden the sale of vessels in their registry, though evasions of this are possible. In Germany the idle fleet has been kept ready to take the seas, and shipbuilding has gone on steadily—there have been reports of the launching of one vessel as large as the *Vesuvius*. In England the building of merchant ships has been much hampered by the constant work of naval construction and repair, and by the fact that plants making ship appliances and machinery have been taken over for munitions work. Last year it reached only 650,000 tons, or about half that in America. But the British are having ships built in Japan, where there are reported to be more than twice as many yards as before the war, in China, and elsewhere; while the re-arrangement of British lines for competition ends goes on apace. The Cunard Line, for example, is reported by a writer in the "Forum" to have taken over the Commonwealth-Dominion Line, the Anchor Line, the Anchor-Brook Line, to India, the Watson Company ships, and the Canadian Northern ships. Great Britain has a tonnage of 21,000,000, and she has repeatedly exhibited figures to show that her losses are more than offset by new accessions. The Scandinavian nations, Spain, Greece, and even Brazil are building ships as fast as possible. The rest of the world will come with these abroad under fairly normal conditions. Labour is higher here, but more efficient; our steel plates ought at least to be cheaper at home than abroad; and we have many new advantages in the concentration of capital upon previously uncoordinated phases of shipbuilding and outfitting.

The chief reason why American capital did not enter ocean commerce before the war is shown in the estimate of the maritime journal, "Fairplay," that the average dividend of eighty-seven lines of British cargo steamers in the years 1904-1914 was less than 54 per cent. We were engaged in railway building, while we did not suffer from the fact that over nine-tenths of our imports and exports were carried in foreign bottoms, for the freight charge amounted to but about 3 per cent. of the total value of cargoes. For two or three years after the war maritime trade is likely to be perceptibly disorganized, and its profits very high. Taking all the belligerents together, a large total of ships will have been lost and many more so roughly used as to be worth only half as much as before. Lines have been transferred so that one ship formerly in the Atlantic is now in the Indian Ocean, one in the North Pacific now in South American waters, and newcomers may easily "cut in." Our expansion may be expected to continue without check during this period. But thereafter it will require the efficient management that can build many vessels at the normal price and operate them at normal freight rates—New York "Nation."

TWO BABU STORIES.

These delightful stories of the Babu Indian are forwarded by a correspondent with the South Africans in German East Africa.

The Indians practically run the railways in German East Africa, says the correspondent, and one of the Indian stationmasters at some little siding sent the following wire to headquarters: "Station attacked by Germans. Please send soldiers. Am personally proceeding to jungle."

In the second case, a Babu stationmaster in almost identical circumstances proved that he was made of sterner stuff. He was about the most laconic, competent, deadly earnest stationmaster and marksman combined that ever lived. A regiment of men such as he would end the war, for this is the wire he sent: "100 Germans attacking the station. Send immediately 1 rifle and 100 rounds ammunition."

Vessels Advertised as Loading.

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING.
Australia, Port, &c.	Essex	Gibb Livingston & Co.	Oct. 11, at 4 p.m.
Aden, Port, &c.	Essex	Gibb Livingston & Co.	Nov. 10, at 11 a.m.
Bay of Spain & Obo	Luzon Maru	Osaka Shosen Kaisha	Oct. 11, at Noon.
Bay of Spain & Obo	Bonhway Maru	Nippon Yusen Kaisha	Oct. 19.
Batavia, Samarang, &c.	Borneo Maru	Dodwell & Co., Limited	Oct. 24.
Bombay & New York	Newby Hall.	The Bank Line, Ltd.	Oct. 20.
Bombay & New York	Esmeront-Castle	Dodwell & Co. Limited	About Nov. 10.
Bombay via Japan Sea	Bayo Maru	Toyo Kisen Kaisha	Nov. 9, at Noon.
Bombay, & Japan Sea	Bayo Maru	Toyo Kisen Kaisha	Oct. 18, at 7 a.m.
Bombay, & Japan Sea	City of Manila	The Bank Line, Ltd.	Oct. 18.
Bombay, & Japan Sea	Novara	P. & O. S. N. Co.	About Oct. 20.
Bombay & S'pore &c.	Fushimi Maru	Nippon Yusen Kaisha	Oct. 23, at Noon.
Bombay & S'pore &c.	Hiroaki Maru	Nippon Yusen Kaisha	Nov. 2, at Noon.
Bombay & S'pore &c.	Yuenang	Jarman, M. & Co., Ltd.	Oct. 14, at 2 p.m.
Bombay & S'pore &c.	Loongang	Jarman, M. & Co., Ltd.	Oct. 21, at 3 p.m.
Bombay & S'pore &c.	Calcutta	Butterfield & Swire	Oct. 11, at Noon.
Bombay & S'pore &c.	Calcutta	Butterfield & Swire	Oct. 11, at Noon.
Bombay & S'pore &c.	Rijout Maru	Dodwell & Co. Ltd.	Oct. 23.
Bombay & S'pore &c.	Aki Maru	Nippon Yusen Kaisha	Oct. 19, at 10 a.m.
Bombay & S'pore &c.	Tenryama Maru	Nippon Yusen Kaisha	Oct. 31.
Bombay & S'pore &c.	Esudoro	Pacific Mail & S. Co.	Oct. 14.
Bombay & S'pore &c.	Nippon Maru	Toyo Kisen Kaisha	Oct. 17, 1030 a.m.
Bombay & S'pore &c.	Shimyo Maru	Toyo Kisen Kaisha	Nov. 1, at Noon.
Bombay & S'pore &c.	N'ishi	Osaka Shosen Kaisha	Oct. 18, at Noon.
Bombay & S'pore &c.	Kyowang	Jarman, M. & Co., Ltd.	Oct. 11, Daylight.
Bombay & S'pore &c.	Amhal	Butterfield & Swire	Oct. 18, Daylight.
Bombay & S'pore &c.	Luchow	Butterfield & Swire	Oct. 17, at 4 p.m.
Bombay & S'pore &c.	Nora	P. & O. S. N. Co.	Oct. 18, at Noon.
Bombay & S'pore &c.	Nyuzan	P. & O. S. N. Co.	Oct. 35.
Bombay & S'pore &c.	Rainbow Maru	Nippon Yusen Kaisha	Oct. 19.
Bombay & S'pore &c.	Raga Maru	Nippon Yusen Kaisha	Oct. 19, at 10 a.m.
Bombay & S'pore &c.	Sagami Maru	Nippon Yusen Kaisha	Oct. 24.
Bombay & S'pore &c.	Sagami Maru	Jarman, M. & Co., Ltd.	Oct. 11, at Noon.
Bombay & S'pore &c.	Colombo Maru	Nippon Yusen Kaisha	Oct. 18.
Bombay & S'pore &c.	Japan	D. S. Gibson & Co., Ltd.	Oct. 17.
Bombay & S'pore &c.	Huachu	Jarman, M. & Co., Ltd.	Oct. 11, at Noon.
Bombay & S'pore &c.	Huachu	Douglass & Laipert & Co.	Oct. 13, at 2 p.m.
Bombay & S'pore &c.	Huachu	Douglass & Laipert & Co.	Oct. 17, at 2 p.m.
Bombay & S'pore &c.	Aki Maru	Nippon Yusen Kaisha	Oct. 18.
Bombay & S'pore &c.	Shimizu	Nippon Yusen Kaisha	Oct. 18.
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Bombay & S'pore &c.	Shimizu	Nippon Yusen Kaisha	Oct. 18.
Bombay & S'pore &c.			

